

Preliminary Land Use Service (PLUS)
Comprehensive Plan Amendments and Municipal Ordinances

Delaware State Planning Coordination
122 William Penn Street • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-6958

Name of Municipality: City of Dover	
Address: Dept. of Planning & Inspections P.O. Box 475 Dover, DE 19903	Contact Person: Ann Marie Townshend
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Date of Most Recently Certified Comprehensive Plan: September 2003 (amended May 2005)

Application Type:

Comprehensive Plan Amendment: _____ **X** _____

Ordinance: _____

Other: _____

Comprehensive Plan Amendment or Municipal Ordinance prepared by: Same as above	
Address: Same as above	Contact Person: Same as above
	Phone Number:
	Fax Number:
	E-mail Address:

Maps Prepared by: Same as above	
Address: 	Contact Person:
	Phone Number:
	Fax Number:
	E-mail Address:

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Please describe the submission:

The City of Dover allows applicants to request minor amendments to the Comprehensive Plan two times per year. The current Comprehensive Plan amendment would include four changes to the Land Development Plan, three initiated by applicants and one initiated by City staff. In addition, the amendment includes language regarding the need for an east/west highway to be studied for inclusion in the Corridor Capacity Preservation Program.

Two maps are attached. The first is the Development Plan map as currently adopted. The second shows the changes that would be made with each of the proposed changes.

City of Dover
Comprehensive Plan Amendment
July 2006

Description of Amendment

If adopted by Dover City Council, four of the five proposed amendments would modify the Land Development Plan map of the certified and adopted City of Dover Comprehensive Plan. These amendments are depicted on the accompanying map, with descriptions provided below. If approved by Council, the Land Development Plan map will be changed to reflect the changes shown on the accompanying map and the amendment text will be included as an addendum to the 2003 Comprehensive Plan Update. The fifth amendment is a text only amendment. If adopted by City Council, this amendment will be included as an addendum to the 2003 Comprehensive Plan Update.

Amendment 1: Map change from Residential to Commercial

This amendment is being requested by Dover International Speedway, Inc. The subject parcels are currently residentially zoned and depicted on the Land Development Plan map as Residential. Dover International Speedway, Inc. has acquired the properties and would like to rezone them to (RC) Recreational and Commercial to integrate them into the Motorsports operations.

The requested plan amendment would change the use from Residential to Commercial.

Amendment 2: Map change from Medium Density Residential to Mixed Use

This amendment is being initiated by staff to facilitate implementation of the West Side Redevelopment Strategic Plan. Currently, several parcels in the Clarence Street area are shown as Residential in on the Land Development Plan map, while the Strategic Development Plan for Dover's West Side shows a mix of uses. Part of the plan, which is currently underway, includes extending Clarence Street north from its current terminus. Under this plan amendment, it is anticipated that the area east of the future alignment of Clarence Street would allow for mixed uses, while the west side of Clarence Street would remain residential.

The requested plan amendment would change the use from Residential to Mixed Use.

Amendment 3: Map change from Institutional to Commercial

This amendment is being requested by Playtex Manufacturing, Inc. and Natwarlal V. Ramani, MD. The subject parcels are currently zoned IPM (Industrial Park Manufacturing) and are depicted on the Land Development Plan map as Institutional. The applicant is request C-4, Highway Commercial, zoning. This is consistent with other properties located along Route 13. The subject land is unlikely to be developed as an Institutional use.

The requested plan amendment would change the use from Institutional to Commercial.

Amendment 4: Map change from Industrial to High Density Residential

This amendment is being requested by H&M Properties, LLC. The subject parcel is currently zoned IPM (Industrial Park Manufacturing) and is part of the Enterprise Business Park. It is also adjacent to the Woodmill Apartments. The subject parcel is depicted on the Land Development Plan map as Industrial. The applicant is requesting RG-2 (General Residence) zoning, with the intent to construct 13 garden apartment buildings on the site.

The requested plan amendment would change the use from Industrial to High Density Residential.

Amendment 5: Text addition regarding Corridor Capacity Preservation Program

Currently, there are no east/west roads in Kent County that are subject to the Corridor Capacity Preservation Program. With the pace of development, it is important to plan ahead to protect the capacity of the highway system. On September 29, 2005, City of Dover Mayor Stephen R. Speed sent a letter to Ralph Reeb of DelDOT requesting that several east/west roads be studied for inclusion in the Corridor Capacity Preservation Program.

It is important for the current and future residents of Dover, that an east/west road be identified and included in the Corridor Capacity Preservation Program. Within the City of Dover, and extending into Kent County, these roads would include Route 8 and Hazlettsville Road.

City of Dover, Delaware

Map 11-1 Land Development Plan

Legend

- Municipal Boundaries
- Roads
- Hydrology
- Lakes, Ponds, & Rivers

Land Use Types

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Commercial
- DoverAFB
- Mixed Use
- Industrial and Public
- Utilities
- Institutional
- Office and Office Parks
- Open Space
- Conservation Recreation
- Active Agriculture
- Water
- No Land Use Data
- Non Dover
- Purchase of Development Rights

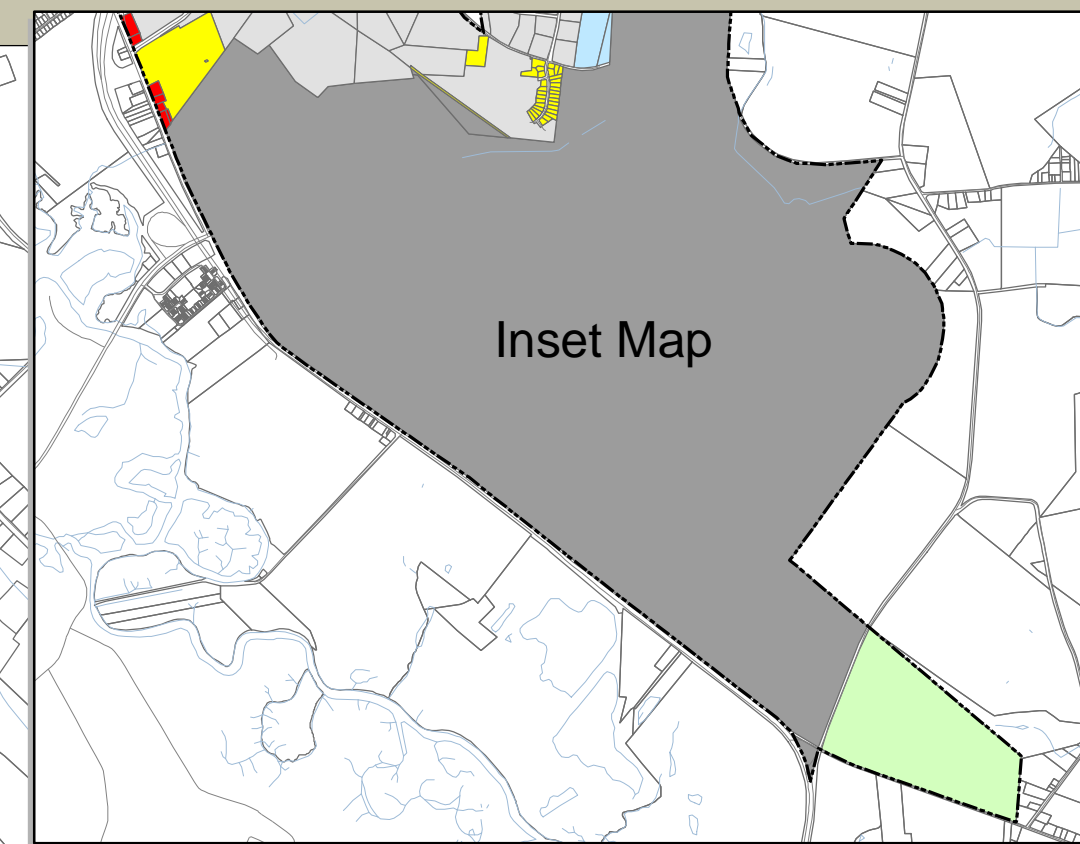
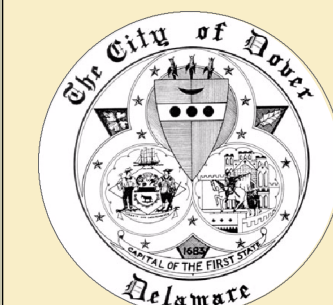
September 2003
Revised May 2005

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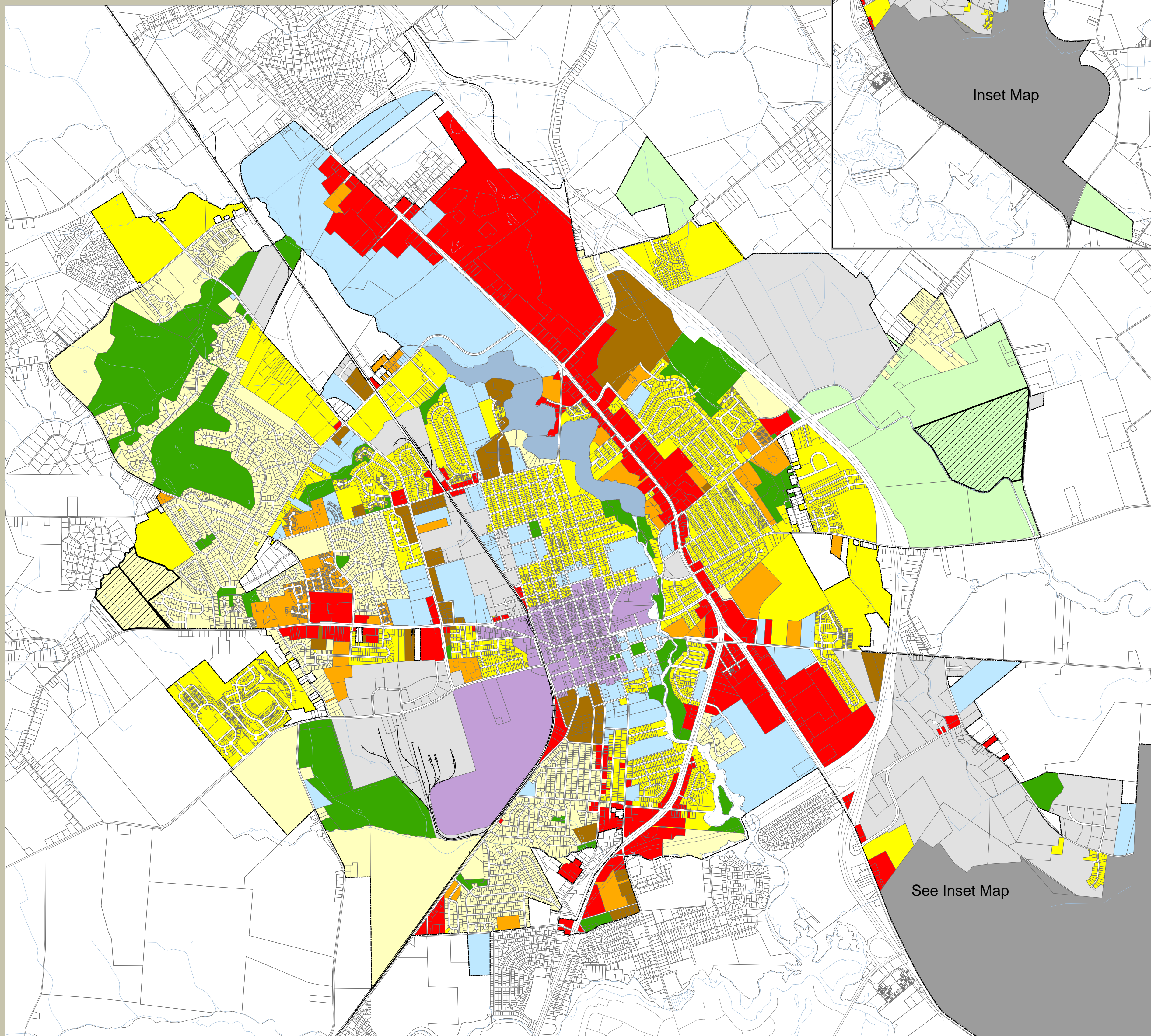
Sources:

Base map - Delaware Department of Transportation centerline file, 2001.
Created from Digital Orthophoto Quarter Quads, 1997.
Hydrology - USGS 7.5 Minute Series Topographic Maps. Created in cooperative agreement between the State of Delaware and the USGS, 1991-1993.
Future Land Development - Kent County Department of Planning Services, 2003.
Kent County Parcels - Kent County Department of Planning Services, January 2003.

This map was originally provided to the City of Dover by the Institute for Public Administration (IPA) at the University of Delaware for display and reference purposes only. It has since been revised by the City of Dover to reflect changes proposed for the subject of the Map. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by the City of Dover, the IPA or the University of Delaware, nor will they be held responsible for any use of this document for the purposes other than which it was intended.



See Inset Map



City of Dover,
Delaware

DRAFT

Legend

- Parcels
- Boundary

Proposed Comprehensive Plan
Amendments

- Commercial
- Downtown Mixed Use
- High Density Residential

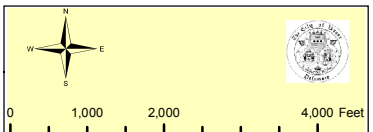
1. Proposed change from
Low Density Residential
to Commercial

2. Proposed change from
Low Density Residential
to Downtown Mixed Use

3. Proposed change from
Institutional to Commercial

4. Proposed change from
Industrial to High Density Residential

Map Created by:
Department of Planning and Inspections
Date Map Created: 6-22-06



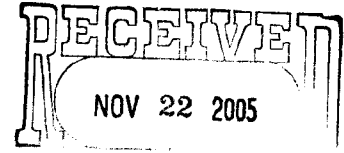
MPM1211-25-05

City of Dover



OFFICE OF THE MAYOR

November 21, 2005



OFFICE OF THE CITY CLERK

Mr. Ralph Reeb; Director of Planning
State of Delaware-Department of Transportation
800 Bay Road
P.O. Box 778
Dover, DE 19903

Dear Mr. Reeb:

I am in receipt of your letter dated September 29, 2005 regarding DelDOT's Corridor Capacity Preservation Program.

After review and discussion with the City's Safety, Advisory and Transportation Committee and the Dover/Kent County MPO, the City of Dover recommends that SR 8 and/or SR 10 be included in DelDOT's Corridor Capacity Preservation Program. The Future Level of Service (LOS) analysis shows that SR 8's ability to carry future traffic volumes is questionable and it is crucial to preserve the current operating conditions of this roadway. SR 8 and SR 10 have the most potential for serving traffic into the area.

A secondary recommendation would be the addition of SR 12, SR 14 or SR 300. Currently there is no east/west corridor in Kent County and the City believes that these roadways will have regional and statewide significance as Delaware and the City of Dover continue to grow and expand.

If you require any additional information or if you have any questions, please call me at 736-7004 or contact me via email at sspeed@dover.de.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen R. Speed".

STEPHEN R. SPEED
Mayor

/hmf

cc: ~~Council~~
Safety, Advisory & Transportation Committee